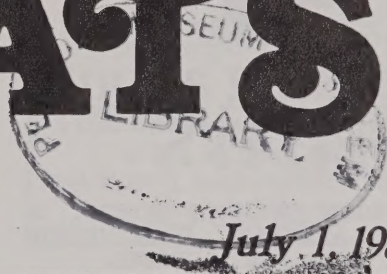


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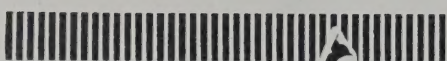


Volume 6 - Number 2

July 1, 1988



Should be
V.61 no.4



messing about in BOATS

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Our Next Issue...

Will focus mostly on the Mys-
tic Small Craft Meet in early June
and all its delights for the tradi-
tional small boat lover. We should
have some room for Dynamite Pay-
son's newest wrinkle, a butt block-
less butt joint in plywood; a dis-
cussion of adding pedal power to a
Dovekie; a report on a long ago
first sailing race in a first sail-
boat; a review of two famed solo
sailors chronicled in recently
re-issued books. We may get to
start a short series on building
Payson's Bobcat catboat, or an arti-
cle on Owen Cecil's latest light-
weight drop-in rowing rig you can
build. And the last chapter of
"Carter's Coast" will be reached.

On the Cover...

Small Boat Show time and
we've a longish report on what we
found of interest at the show this
year in this issue. On the cover is
North River Boat Works' North
River Skiff in sailing format,
heading out with builder Howard
Mittleman at the paddle, and two
prospects anticipating the pleasures
to come.

Commentary

BOB
HICKS

Another Small Boat Show has
come and gone and it continues to
be an interesting event for me, a
chance to see and meet in one place
a variety of small boats and their
builders. The Show's nature has
been evolving in the face of finan-
cial imperatives with an increasing
number of powerboats that fit in
under the 30' "small" definition ap-
pearing, on land and afloat. The
Show is really developed into two
shows, all the outboard and in-
board/outboard consumer boats
bringing in show attendance and
renting substantial amounts of
space, and the real small boats.
The latter alone obviously would be
insufficient support for continuing
the Show from year to year from
the proprietors' position.

And so we found 24' power-
boats offered at "\$389 a Month!!!",
and a "Show Special", marked down
from \$84,500 to "just" \$69,500.
There were rows of inboard/out-
boards lined up gunwale to gunwale,
transoms to the crowd, in ascend-
ing order of scale, each equipped
with its salesman and often an at-
tractive young lady comfortably es-
conced on the spacious rear deck.
In the water were costly "image"
boats, technological marvels equip-
ped with every possible appurte-
nance for comfort afloat, floating
RV's, aimed at those folks who can
afford an \$84,500 "small" boat, es-
pecially if it's financed over 15
years.

If small boats were what you
wanted to see, you had to get past
this part of the Show, leave it to
those who hunger for such image
enhancing possessions, and get out
on the demo docks. While there
were small rowing and sailing craft
on land sites, the real action was
on the water, and it is here that
this Show offers its significant ap-
peal to me. The biggest of these
small boats, such as the Nimble 24,
for example, can run you \$25,000
or so fully equipped, so they're not
cheap. But, the man who builds
them is there, along with his area
dealer. And most of the boats are
presented by their builders direct-
ly, often the only guy in the shop.
And, you get to try out the boats
if you are serious about perhaps
acquiring something for rowing,
paddling or daysailing.

More wooden boats were dis-
played this year, a nice sign. In
fact, one of the most popular boats
being tried out was a workboat fin-
ished wooden Swampscott dory. It
was nearly always out on the water
with someone dreaming a bit at the
oars. A nice traditional wooden
catboat, the Wenaumet Kitten,
brought an old line traditional
boatbuilding family into the Show.

Juxtaposed to that, a very nicely
made fiberglass catboat from Cali-
fornia offered an attractive alterna-
tive. While the boats offered were
still predominately of fiberglass,
they were products of small shops,
one man ownerships with at most a
handful of employees. Talking to
the man who builds the boat is so
much more rewarding than attempt-
ing to talk to a salesman armed
with brochures and hard sell ego
building persuasion.

There's usually some fairly
bizarre craft that makes an appear-
ance each year, and this year it
was a tossup for me between the
"Awesome HiTec Watercraft" and
the "Take 5". The former are 8'2"
long molded plastic mini-kayaks in
vibrant colors. The manufacturer
brought a fleet of these from Flori-
da, had a big demo dock setup with
an almost carnival gaiety to it, and
the little waterbugs were in con-
stant use in the lagoon, obviously
the non-boating public looking in
on the Show were not intimidated
by the tiny boats and darted about,
often centerpunching larger craft
moored alongside the docks, their
paddlers unable to figure out how
to stop or turn in time.

The "Take 5" was in a booth
on land. Taking off on the course
set by Saroca (sail, row, canoe) in
pursuit of the ultimate small boat
that does everything, the "Take 5"
is a melding of windsurfer, sail-
board and skiff. The "5" involves
rowing it with its sliding seat rig,
paddling it with a canoe paddle,
sailing it seated with mast fixed as
a sailboard, sailing it standing
with pivoting mast as a windsurfer,
and outboarding it along with a
small motor. Certainly much more
versatile than the "Awesome" craft,
and offered, as I recall, for around
\$1,800, the "Take 5" had some mer-
its for those who indeed believe
they really want to do it all inex-
pensively in a boat they can store
in a corner at home.

A reader commented to me that
she goes to one of these shows and
thinks she's seen everything there
is to see. Then she reads my re-
port and is amazed at what she
missed. There's a good reason for
this. I spend two full days "cruis-
ing" the Show, making perhaps a
dozen circuits of all the interest-
ing displays. Sooner or later I get
to meet just about everyone in-
volved and have opportunities to
find out in detail what's there of
interest, who is behind each, why
and how they're doing what they
are. And so in this issue I once
again devote quite a lot of space to
some of my observations on what I
found was interesting at the Small
Boat Show.



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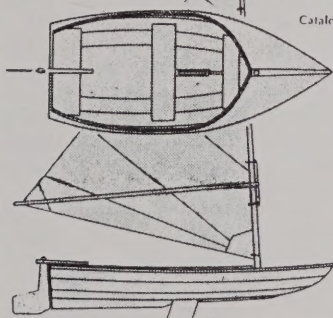
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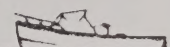
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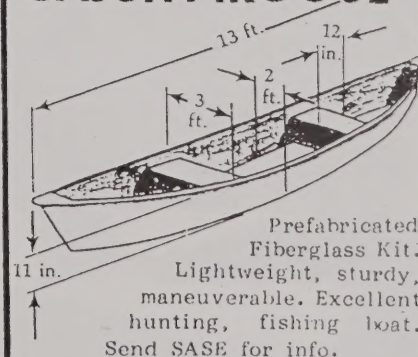
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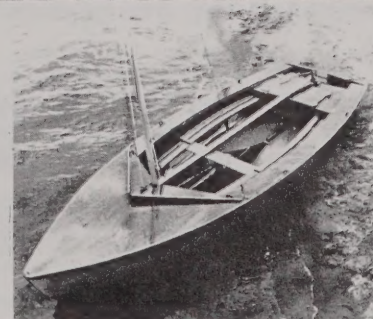


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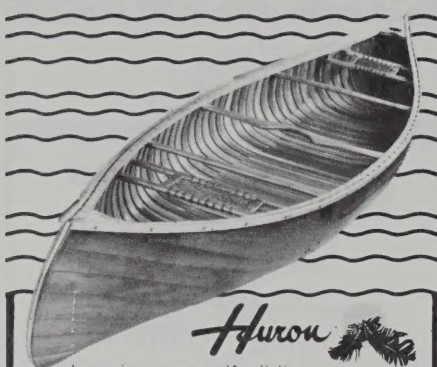
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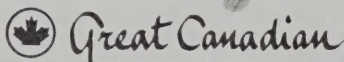


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SAILING A PROA

Don Betts of Brooklyn, NY, who has designed and built some very graceful sea kayaks (a feature is coming up soon on our pages), is interested in sailing in a proa (aha, what has Don in mind now?). If you sail a proa and would care to invite Don along, you'll meet a very interesting creative guy and maybe help launch another Betts creative campaign, ultralight sailing/paddling proas, perhaps? Don is at (718) 643-1688 days, (718) 855-3659 eves.

NORTH CAROLINA PLANS

Mike Alford, Curator of Nautical History at the North Carolina Maritime Museum in Beaufort, NC (see report on their traditional small boat show in the June 15th issue) has plans available for several of the boats prominent in the show.

1. 16' flat bottom spritsail skiff, Design #105, three sheets and typed specifications, \$25.

2. 13.5' plywood bateau (stretchable to 16'), Design #77, one sheet and supplementary instructions, \$15.

Order for Michael Alford, 113 Plantation Rd., Rt. 2, Morehead City, NC 28557.

THE FIRECRACKER 12

July 9th is the date for the Firecracker 12, a twelve mile rowing race for rowing shells, racing or recreational, on the Thames River, starting at the U.S. Coast Guard Academy Rowing Center in New London, CT, and finishing twelve miles upstream at Norwich harbor. At no added expense over the \$12 entry fee (per oarsman), you can compete in the GFP Special (Gluttons for Punishment), a 24 mile race. Call Chuck Stevens at (203) 536-6813 after 8 p.m. evenings to get in on this one. Otherwise, at this late notice, head for New London and sign up from 7:30 to 9 a.m. Promoter is the Chelsea Rowing Club.

LIGHTHOUSE PROGRAM

Russell Sanborn of Worcester, MA, has made lighthouses his personal enthusiasm for over 30 years, and now in his retirement, he offers illustrated (color slides) lectures on the subject to interested groups. His 45 minute presentation (with added time for follow-up questions and comments) shows the wide range of architectural delights that exist still today from a two-hundred-fifty year history of providing guidance for navigators making landfalls at night. Russell charges a basic fee of \$75 for his presentation, with some extra for lengthy travel. Contact him at 16 Indian Lake Parkway, Worcester, MA 01605, (617) 852-5073, if you'd like to receive his pamphlet.

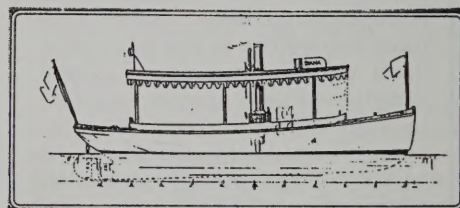
HAPPENINGS

FRIENDSHIPS AT NEW LONDON

Don't forget the Friendship Sloop Regatta scheduled for July 8-10 at New London, CT, as part of that city's annual festival of sail. If you like Friendship sloops anyway. Call Holt Vibber at (203) 442-7376 for necessary details to participate or to spectate.

THE ROWER'S BOOKSHELF

Pat Smith of Essex, MA, got interested in rowing several years ago after reading David Halberstam's book, "The Amateurs". She subsequently found it difficult to find books on rowing to feed her newfound enthusiasm. Those she did acquire she came to share with friends, and now she's expanded this to a business arrangement, stocking books on rowing for sale to those looking for them. Her first catalog lists a dozen titles, you can obtain a copy from The Rower's Bookshelf, P.O. Box 440, Essex, MA 01929.



DIANA IN "MODELTEC"

"Modeltec" magazine is featuring a six part series on building a scale model of Weston Farmer's DIANA steam launch, beginning in the May issue with the complete drawings of the boat and details on how Westy's son Dave built her at 1" scale complete with a wood lagged vertical boiler and three-poster steam engine. The complete set of full scale plans is available on order if the magazine article catches your fancy. "Modeltec" is \$26 per year for twelve monthly 76 page issues, from Modeltec Magazine, P.O. Box 286, Cadillac, MI 49601, (616) 775-6296.

ROWING DOCK

Now that you are doing sliding seat rowing with all those riggers sticking out there, how's your docking going? Sullivan Flotation Systems of Warwick, NY, seem to have concluded you're having trouble getting up against the floats. So they've designed and are offering for \$1485 a 20'x6' dock float that floats unloaded with 5.5" of freeboard. Lotsa money, but if you have a rowing club, maybe worth a look? Brochure from Sullivan Flotation Systems, P.O. Box 639, Warwick, NY 10990, (914) 986-7377.

SEA KAYAKING WITH MCKC

Eric Klefn of the Metropolitan Canoe & Kayak Club has established a sea kayaking program within the club this year. His comments on this are as follows:

"You will notice coastal paddling events on our schedule. They are planned for the second Saturday and the third Sunday of each month. We hope this arrangement will give everyone a chance to participate. All of these trips are day outings within a maximum driving time of two hours from downtown Manhattan. We will paddle a different coastal waterway each time. The selections will be based on scenic beauty, clean water conditions, availability of amenities and the abilities of the participants. There will be opportunities for more adventuresome trips for experienced paddlers.

People with Klepper folding kayaks, rigid plastic sea kayaks, slalom or whitewater kayaks, or open canoes, are welcome. While some boats are more suited overall for the coastal paddling environment, all that is required is a basic safety knowledge and training, and a desire for healthy fun. To join us, please call me, Eric Klein, at (718) 783-2306 evenings from 8 to 10 p.m. You must be registered in advance in order to take part in any outing.

If you are not experienced, we will be happy to help you. We will take the time to show you a few things you need to know to paddle safely, and advise you on what to take along. If you do not have a boat, we might be able to arrange one for you. Please call me in advance if you need such help as our instructors are volunteers who are not available full time.

Weather has a larger effect on the coastal environment than on inland waterways. Wave heights will vary with wind conditions and travel in a particular direction can become impossible. When planning trips, we study tidal currents well in advance from published data, but local weather must be evaluated on the spot. Therefore, destinations may have to be modified or trips cancelled for safety reasons.

We are coordinating our trip schedule with a New Jersey based club affiliated with ANORAK (Association of North Atlantic Kayakers) to eliminate conflicts, so members of both clubs may attend a larger number of trips. This is an opportunity to meet new friends and explore other waters with them. I will be glad to furnish the schedule upon request. We hope this joint listing of two major coastal paddling groups in the NY-NJ metro area will keep your paddling wet."

From "Recreational Canoeist", newsletter of the MCKC.

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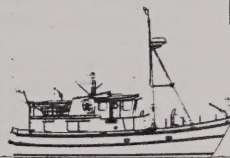
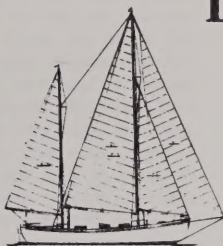
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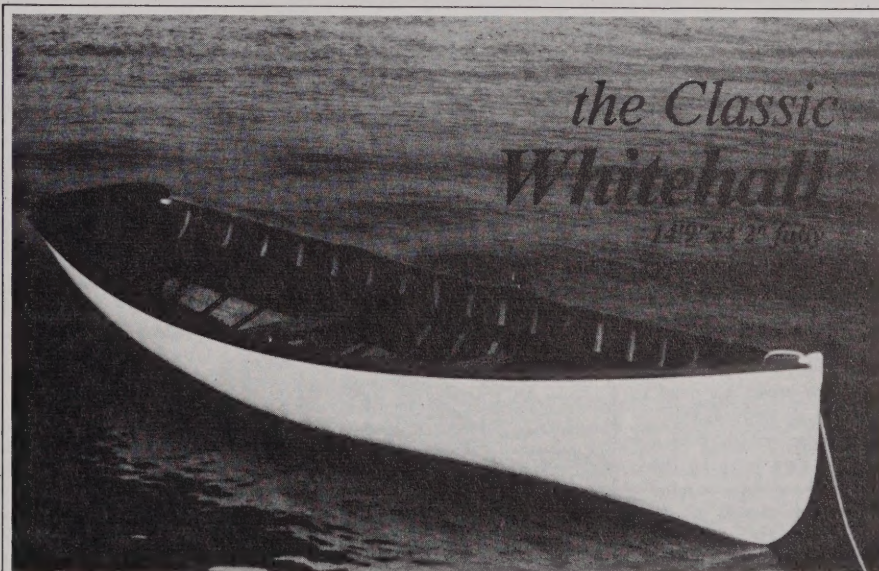
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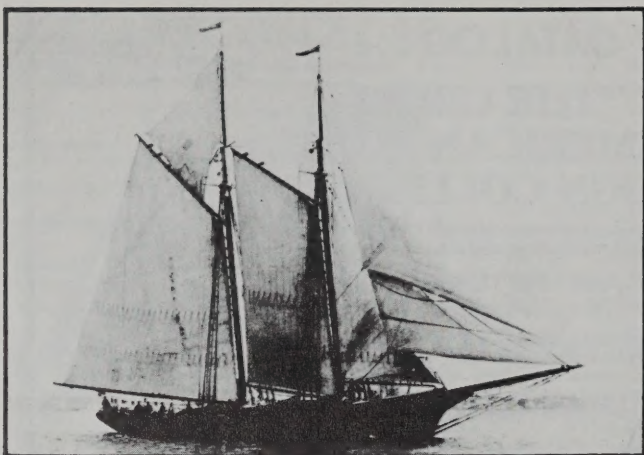
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CONCLUSION OF:

THE 1940 BARTLETT WEST GREENLAND EXPEDITION by Fred Littleton

On August first we entered Kane Basin and went northeast along the shore. We passed Rensselaer Bay, a small body of water along the southeast shore. In 1940 no ship had ever anchored in this bay and gotten out. Ice had always closed in and trapped all previous vessels. Because ice conditions were particularly free the old man decided to try it. We anchored for an hour and left, proceeding further in an easterly direction until we approached the southernmost part of the Humboldt Glacier. On the way we passed some of the largest island pans of ice many of the crew had ever seen. These are pieces of the glacier which break off clean through from bottom to top, and float just like large islands. They were about sixty to one hundred feet high out of the water, and from atop the mast one could see over their surface at times. They were really quite beautiful. One we estimated to be three miles long and a couple of miles wide. As we passed these monsters we were, of course, under power and in order to prevent the vibration of our exhaust from perhaps breaking off a piece of ice, we shifted the exhaust from one side to the other, so the vibration was directed away from the nearest ice pan. We got within a mile and a half of Humboldt Glacier, but were stopped by solid ice packs, so turned and went west into the center of Kane Basin. Once in the open we tied up to a large piece of floe ice, perhaps a mile or so in diameter. We found several pools and filled our fresh water barrels and the 700 gallon tank on deck. We drank the water from the casks, but the tank water was used in cooking and in keeping the heating system going. This consisted of a tank next to the galley stove, with some kind of heat exchanger rigged up. The water for the after cabin radiators passed aft in a three inch pipe, through two radiators, and back to the exchanger. The salon where we slept got its heat from the supply and return pipes. Of course the galley was quite warm enough from the stove. Our coal supply was part of the ballast and as we used coal we had to pick up rocks from ashore to keep our ship ballasted properly. One time Billy saw one of the boys who was smoking flick his butt down through one of the floor-board holes into the coal. That boy never did it again. I thought

ght Billy would break him apart, just with his language.

After watering most of the crew got onto the ice and got up a soccer game. The navigator with his mercury basin took a noon sight and determined our latitude as 80° north. This was August fifth. We proceeded north and entered Kennedy Channel where at 1945 on that date we were forced to turn back by heavy ice all the way across the channel. The Captain climbed the main shrouds so that he was sure there was no way to go further. I was too young to think of it then, but I'm sure as he looked he knew he would never see that sight again. I took a still picture of him in the rigging. It is now part of the exhibit in New Bedford, where the MORRISSEY now lies. Our DR position, confirmed from bearings on Ellesmere Land was 80° 22' north and 68° 50' west.

Travelling south as fast as we could, about six knots if the engine was all out, we got out of Kane Basin with only a few close calls. The ice began to close in rapidly and we were almost nipped in twice in the next two days, but each time slipped out without having to use dynamite to open a lead. During this time orders to the helm came so thick and fast that there were two of us on the wheel, one standing on each side and facing inboard. As the order came one would pull up on the spokes and the other pull down on the other side. Even in 20° weather we're down to our long woolen undershirts and working up a good sweat. (Not the most healthy thing to do, but none of us suffered any colds).

By the eighth of August we passed the south east corner of Ellesmere Land and proceeded across Jones Sound. We were under power with the full fores'l, stays'l and storm trys'l set on the main. All of a sudden the wind began to howl out of the west, the ship laid over and began to bury the lee rail, icy spray came sweeping across the deck, and the port whaleboat, which was still rigged out, began to skim the water. It was blowing too hard to do much except either cut it loose, or rig preventers from the mastheads to the tops of the davits, so the strain of the boat being dragged through the water would not carry them away. This was one of the times when George Richards really amazed me. He ran up the lee shrouds with the heavy preventer over his shoulder, secured it, block and all to a sling around the mast at the cross trees and slid down a halyard to supervise the rigging of the one end to the davit and running of the bitter end through a snatchblock on deck and then to the hand operated winch. I happened to be at the wheel during this operation. By the end of half an hour there was so much ice on my jacket and arms and gloves that I could not move my fingers. I cupped my hands and handled the wheel by sliding them up and down over the spokes.

Luckily we got under the lee of Coeur Island after about five hours and the Captain anchored as close in as he could. We stayed there until the gale blew itself out the next morning. While anchored I saw something I never would have believed possible. At first we relied on the deck stop to keep the anchor chain secured. In a strong gust of wind the strain on this stop pulled it out of the deck, out the hawse and the anchor chain jumped itself over the windlass until several fathom had run out. We no longer had a stop, so rigged two preventers from the foremast and secured these to the chain links by means of sister hooks, all lashed up. At one time in a terribly strong blast, both sets of sister hooks straightened out, the lines parted and all the rest of the chain jumped out over the windlass, taking up sharply at the



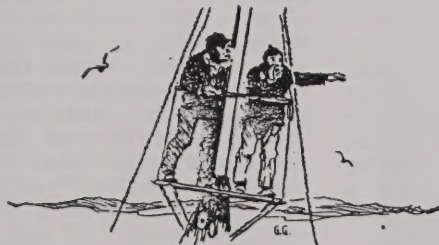
end, which was shackled around the butt of the foremast down in the chain locker. The MORRISSEY shuddered and the old man ordered the engine started and we kept it at dead slow ahead for most of the rest of our time there. We were able to get about half of what we had lost on the windlass and the ship rode out the remaining part of the gale without further incident.

Proceeding south from Coburg, our next stop was Bylot Island. This island rises straight up out of the sea on its northern coast. Where we stopped the height was about five or six hundred feet. We approached as close to shore as perhaps one hundred yards and could find no bottom at three hundred fathoms, the depth of our deepsea sounding lead. We were in need of food, so by firing a small shot gun, frightened hordes of Murre from their rookery on the cliffs above. One whale boat and the dory were put over the side. I was in the dory with one other man. There were two shooters in the whaleboat. In less than half an hour we had five hundred Murre in the dory and could take no more. We hoisted back aboard and tied the Murre in the main rigging, hanging by the feet. Every few days for the next three weeks we had Murre for dinner, one per man, with canned cranberry sauce. They were very fishy, but good. We did not have to refrigerate them because the weather did it for us, just as we had the walrus hearts and livers hanging in the main shrouds.

We proceeded south once more and on Baffin Island came upon a few polar bear. We got a few and they proved to be very good food. The skins were pickled and eventually became rugs. The blubber was put into casks and after a period turned into oil which was given to the people of Brigus and used by them to "paint" their houses. During this period we captured a bear cub and eventually delivered it to the Philadelphia Zoo. Those of you old enough to have enjoyed Jack Benny's radio show will remember he had a polar bear named "Carmichael" every so often. We named the bear "Carmichael" and when the zoo examined the little cub it was discovered she was "Miss Carmichael". She was a very entertaining showgirl, once she got used to captivity, and amused thousands of visitors until 1958 when she was sold to a circus in Ohio. I spoke to the owners of the circus a few years ago and found that she died in the mid sixties. Catching her was an adventure. While the carpenter made a large and strong wooden cage both whaleboats were put over the side and with two hastily made cargo nets, got the bear between them and passed one net under her and the other over her, lashed the edges together and hauled the cub back to the ship, where after some difficulty she was placed in the cage and secured. Every time we fed her we had to open the cage door and this was frightening because, naturally the little bear tried to escape. There were some close calls.

We were steadily working our way south and on August 20, while still in the ice, we saw the first sunset. Shortly afterwards we left the ice and with a strengthening northerly went southeast into Davis Strait. By the next night the wind was at full gale and we were running under reefed fores'l with the engine on. We were afraid of coming on the weather edge of a new ice field and kept observing the sea water temperature every thirty minutes. Had we come upon the weather edge of ice in this gale we likely would not have survived as it would have been like running onto a lee shore. During the mid-watch that night two things happened to me that I have never forgotten.

First, I climbed into the lookout barrel as the first duty of the watch. Climbing the starboard fore rigging as the ship was rolling both rails under, I found that when she rolled down to port I crawled



upwards almost on my belly and as she rolled down to starboard I could only hang on while my back was over the raging seas a few feet below me. Once in the barrel, which was 72' above the deck, I found that in the trough of the sea my vision was limited to the crest of the seas around me, while on the crests I could have seen forever, had it been daylight. After my hour in the barrel I descended the same way and went aft to my trick at the wheel. Because we were running with the sea on our port quarter I stood on the starboard side of the wheel and got some protection from the wind by reason of the furled mainsail which was above and to windward of my head. Steering was somewhat difficult, but she handled very well. Georgie Bartlett who was aft with me had to go forward for some reason and I suddenly realized that I heard a sea breaking astern and far above me. I looked up and over the top of the furled gaff and could see the ever-increasing foam of a breaker. I knew instinctively that we were about to be pooped, but I was too scared to think about anything except hanging on. I locked my arms through the spokes of the wheel and held on as tightly as I could. The stern rose up to meet this

monster but could not turn it under the counter. About five feet of freezing white water came crashing down on the quarterdeck and me. It slammed down the companion way and burst open the door to the aft cabin. The old man, I knew, was not asleep, but trying to keep himself in his lashed chair before the chart desk. I was knocked loose from my grip on the wheel and rolled over against the starboard quarter rail. I grabbed the life line and crawled back toward the wheel which the old man now had under control. As he hollered for the watch officer and gave Georgie hell I heard him say that if I had gone over the side and he had not been able to reach the wheel in time the ship could easily have broached and we would all have gone down. As soon as he saw that I was back on my feet he said to take the wheel, and never, never let fear keep me from thinking again. The next day he explained what I had already realized, that had I turned the stern just slightly away she would have put this wave under the counter and nothing would have happened, as long as I brought her back to the course immediately. I might add that I experienced three Pacific typhoons at sea during the war, and although the winds were higher and the seas steeper, I don't think any were as high or as frightening as the one that pooped us that night.

After the gale blew itself out we were beset with fog for several days. The Captain wanted to pass close enough to Cape Chidley to take some observations but we were kept away by ice. As we proceeded south along the Labrador he then tried to find a passage which was much like the inland waterway on the U.S. east coast. We never found it in the fog. We were running with our usual full fores'l, storm trys'l on the main and both stays'l and jib. Wind was northerly about 25 knots so we were moving right along. Since we were not sure of our position and were approaching the rocky coast we had a leadman in the chains. Visibility was about one half mile. Ahead we saw, the loom of high land, so turned towards the east. Four times this happened until we were headed northeast. The old man decided to drop anchor in about five fathoms. This we did at 5 p.m. We set anchor watches of one boy and one Newfie. I had the 11 p.m. to 2 a.m. watch with Charlie Batten. We fished for cod with jigs and filled two 50 gallon barrels in 30 minutes. During this watch (the night of August 27) the Northern Lights were so brilliant that even in the fog, which was shallow, as so often was the case, we could read a book without any trouble.

The wind increased to about 50 knots and the fog lifted. Luckily we were in the lee of a large rocky island and off to starboard about 50 yards was a reef upon which the waves were breaking. Luck - or skill - was always with us.

We got underway at 0200 on August 28 when the wind dropped and had a relatively uneventful sail to Brigus which we reached on September 2. As we passed Belle Isle we saw ten old U.S. four pipers - the first of 50 destroyers given by the U.S. to England to help in the war against U boats. One came over to circle us and identify us as friendly, and then shot off to the northeast to catch up with the others.

Toward the end of the cruise our food, particularly breakfast, was running low. We had gone through all our eggs, salt cod and were down to Wheaties. For the old timers, you may recall that Captain Bob often appeared on the back of a Wheaties box. We had a goodly supply and for the last week or ten days before arriving in Brigus we had had Wheaties, Wheaties, and more Wheaties. I don't believe I mentioned it before but the Captain's mother, in addition to her farm, ran a tea house in Brigus. So all of us boys decided to "take a walk" at breakfast on the third of September and go to the tea house for bacon and eggs. We all arrived early and sat down. The menu was fixed - and to our dismay we were served Wheaties, toast and tea. The old man had off-loaded all of his remaining supply of Wheaties for his mother and had taken on ham and eggs sufficient for two weeks.

Our trip to New York was relatively uneventful. A gale drove us into Canso, Nova Scotia for 36 hours. We anchored for the night in Tarpaulin Cove in Vineyard Sound, and arrived at Staten Island early in the morning of September 20, 1940. The crew broke up and all went home.

I saw the ship in the Washington, D.C. Naval Shipyard in the spring of 1941 while she was being refitted, and again in East Gloucester in 1944 before her voyage. She was painted Navy grey. I corresponded with the Captain during the war. After the war was over I was on a large transport - the last from Guam to the east coast - in April of 1946. One night I dreamed that we had come across the MORRISSEY, adrift and abandoned, wallowing in the swells. That morning the radio announced the death of Bob Bartlett in New York the day before.

I visited the MORRISSEY in New York after she had been sold to two ex-Navy officers who planned a world cruise. However, she burned and sank before this took place. She was raised and refitted and bought by Cape Verdean owners who renamed her ERNESTINA. Beginning about 1950 she was in the inter-island packet service in Cape Verde and also made two annual trips to the U.S. bringing Cape Verdeans to Providence and New Bedford.

She was dismantled in 1976 while headed for Opsail in New York as the Cape Verdean entry. She has since been rebuilt, given by Cape Verde to the State of Massachusetts and presently lies in New Bedford.

SMALL BOAT SHOW



ROGER'S MELON SEED

I was standing out on the end of a demo dock watching Roger Crawford sailing his prototype Melon Seed into the channel from the open harbor. Alongside me was a man very interested in watching Roger also. Roger noticed this as he passed, and launched immediately into a sales pitch, announcing to my companion that this was a "melon seed", and going on to briefly summarize the nature of the boat. The man turned to me after Roger had passed beyond easy hailing distance and commented, "Gee, funny name for a boat isn't it?" I responded with a minimal explanation of it being an old traditional type, and he then came back with, "What is it, some kind of dinghy?"

What it is is Roger's current enthusiasm. He's built close to 150 of his beamy fiberglass Swampscotts now, and while production continues in the face of this boat's steady popularity with new sailors desiring something that looks tra-

ditional without having the responsibilities of caring for wood, Roger's found this new enthusiasm. He restored a melon seed for a customer, and built this wooden "plug" for possible production in fiberglass. The "plug" was not finished off at the show, but was fully rigged and in use. By Roger. When he wasn't out in the Swampscotts with prospects. Roger Crawford Boatbuilding, P.O. Box 430, Humarock, MA 02047, (617) 837-3666.

NORTH RIVER'S RUSHTON

Early Sunday morning, about 8, two hours before the Show opened, I bumped into Dave Kavner, who told me "they" were going for a row and would I like to join them. "They" were Dave and Howard Mittleman of North River Boatworks, and the boat we would row was North River's 14' traditionally built Rushton. The harbor was a millpond, and quiet, and I readily

agreed. Since I was the largest, I was chosen to do the rowing, Howard sat in the stern with a paddle to steer, Dave sat up front, our lookout.

What a nice boat! Once I accommodated to its proportions and got into a reasonably smooth stroke, the boat eased along as if I were in it alone. We dropped Dave off down the harbor a way so he could go for coffee, and when he hadn't returned after what seemed a suitable interval, we headed back. Enroute we met Dave bringing the coffee in another of the North River boats, their North River Skiff, brought to the show by its very happy owner. Without Dave up front, the Rushton moved even more easily, so nice to row a traditional boat without the "machinery" of the sliding seat rig and yet go so fast. Rushton must have known what he was doing. North River certainly does. North River Boatworks, 6 Elm St., Albany, NY 12202, (518) 434-4414.



DAVE'S GUIDEBOAT

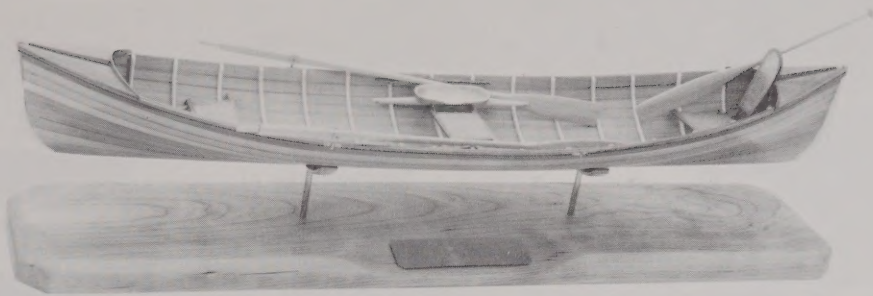
Dave Kavner shared the North River demo dock, helping out and also displaying his Pisces Paddles, handcrafted canoe paddles he builds. They are so beautiful I almost want to try to learn canoe paddling just to use one. One this year emblazoned with rainbow colors in concentric rings on its shaft really caught my eye. Now Dave's extended his craftsmanship into modelling, and had an exquisite Adirondack Guideboat model on display, built just as the full size boat is, complete in every detail. About 10% of the cost of the real thing. Dave Kavner, Pisces Paddles, RD 1, Box 151A, Athens, NY 12015.

STEVE'S GUIDEBOAT

Steve Kaulback established himself a few years ago in building Adirondack Guideboats in wood, non-traditional construction, but elegant in execution. "Continuing the evolution," is the way he put it, and his work won a top award at the Clayton Antique Boat Show in 1986. Subsequently he developed a less costly fiberglass version, and Steve was on hand with one in Jan Zeller's display of small boats. No matter what one does to dolly it up, the fiberglass boat just cannot compete with the wooden one in impact of appearance. But, it's much more affordable and does its thing on the water correctly. After a hiatus during which Steve was involved with a partner in a Burlington, VT, fiberglass boat business, he now has all the rights and tooling for his guideboats back in his sole possession and can build you a guideboat either way, elegant wood or adequate fiberglass. Steve Kaulback, Box 144, Charlotte, VT 05445, (802) 425-3926.

JAN'S BEAUTIFUL SMALL BOATS

Jan Zeller is a now a small boat marketer exclusively, she's stopped building her Perrywinkle double ended dinghies and now does the boat show circuit with a product line of small boats built by builders who haven't the time to do the shows. Like Steve Kaulback, or Rob Lincoln. The boat Jan displayed this year that caught my fancy was the 12' "Speedliner Torpedo Replica", a tiny outboard powered speedboat built of Brunzyeel mahogany ply over oak frames, epoxy glued and sealed, with individually planked deck built in the traditional manner. It weighs 250 pounds, has a 56" beam and a 4.5" draft. This exercise in nostalgia for outboard buffs can be purchased unpowered, or with a 15hp Suzuki outboard and galvanized trailer. It is an eyecatcher for sure, and much less costly than the popular inboard runabouts of larger scale. Perrywinkle Inc., Annapolis City Marina Suite 303, Annapolis, MD 21403, (301) 269-0887.



Steve Kaulback, Ken Steinmetz, Howard Mittleman and Dave Kavner talk Adirondack guideboats.





From the top: A real powerboat rather than an "RV". Trying the Emprise Venture Cat. "Lookit 'em multiply!" Awe-- some Hitecs in action.



A POWERBOAT COMPARISON

Of all the powerboats on hand, one did seem to me to be more of a "real boat" as opposed to a floating "RV". JC Boat had a serious workboat type 26 footer in the water, a solidly built craft intended for fishing, either privately for your own pleasure, or as a charter boat taking out several anglers for hire. JC Boat has a line of such craft from basic workboat through a 40 foot European style pilothouse workboat. At the Small Boat Show, the 26 footer qualified, with a price up around \$40,000 not so small. Some interesting scuttlebutt overheard involved comments from another exhibitor of one of the costly "RV's" that the JC boat had three times as much fiberglass in it as did the "RV" type. Like, why are you overdoing it, fella? JC's sales manager was a no b.s. guy and stated it pretty simply. "People take our boats out where it can get rough, and we want them to feel confident the boat will get them back when the weather turns bad." Looking at the boat, I could believe it. JC Boat, 10 Progress Ave., Nashua, NH 03062, (603) 886-0300.

ANOTHER KIND OF POWERBOAT

Emprise Engineered Designs is Kim Mosley's enterprise, offering the Venture Cat, a "human powered" boat using pedal power. Kim had a Venture Cat on the outer dock and it was in pretty steady use, as was a version he calls the Row Cat, the catamaran hull fitted out with an Onboard sliding rigger rowing setup. My first thought had been that Kim was the marketing man for the products, but it developed that he is also the designer and builder of what is a very highly finished product of a technological nature. I didn't try the Venture Cat out, as I plan to visit Kim's facilities in Methuen, MA, not far from here, and do a more in-depth story on "why a pedalboat?" Emprise, 88 Temple Dr., Methuen, MA 01844, (617) 682-5580.

THE LITTLEST SMALL BOAT

Awesome Aquatics' little 8' "HiTec" paddleboat reminded me of an amusement park concession plaything, a simple little plastic toy with an open cockpit offering a semi-reclining position for the paddler. In between the cockpit, which is molded into the top deck, and the hull to which the deck is bonded, flotation foam provides unsinkability. I've looked at several mini-kayaks, this one would not meet my personal preferences but it certainly was indulged in by a great number of people at this show. I prefer something with some decking over me, small but not this small. According to the post-show report from the organizers, Awesome did a rush business selling the craft at about \$300 a piece.

This is a classic example of a "boat" designed by marketing folks, it's concept is right on the mark judging from the way totally inexperienced people were out in them banging into other boats routinely. The promotional literature says that HiTec is "safe, lightweight, stable, on the lake, river or ocean." So why worry? And under options, it goes on, "Built-in cooler and dry storage compartment large enough for a standard six-pack of 12 ounce cans". It appears to be well made, is certainly colorful, and at 35 pounds very handy. Why not? But I'd worry just a little about that "ocean" part. Awesome Aquatics, P.O. Box 1480, Boynton Beach, FL 33425, (800) 448-8886.

REAL KAYAKS

Several exhibitors displayed sea kayaks and an assortment of canoes. I was really surprised to find the Klepper folks on hand, earnestly explaining to all who expressed interest the long tradition and thorough German technology involved in their fabric covered craft. The first thing the new potential paddler thinks of upon seeing fabric hulls is, of course, a puncture. I didn't recall seeing Klepper out there in past boat shows, other than the sea kayak symposiums. Interesting. Klepper America, 35 Union Sq. W., New York, NY 10003, (212) 243-3428.

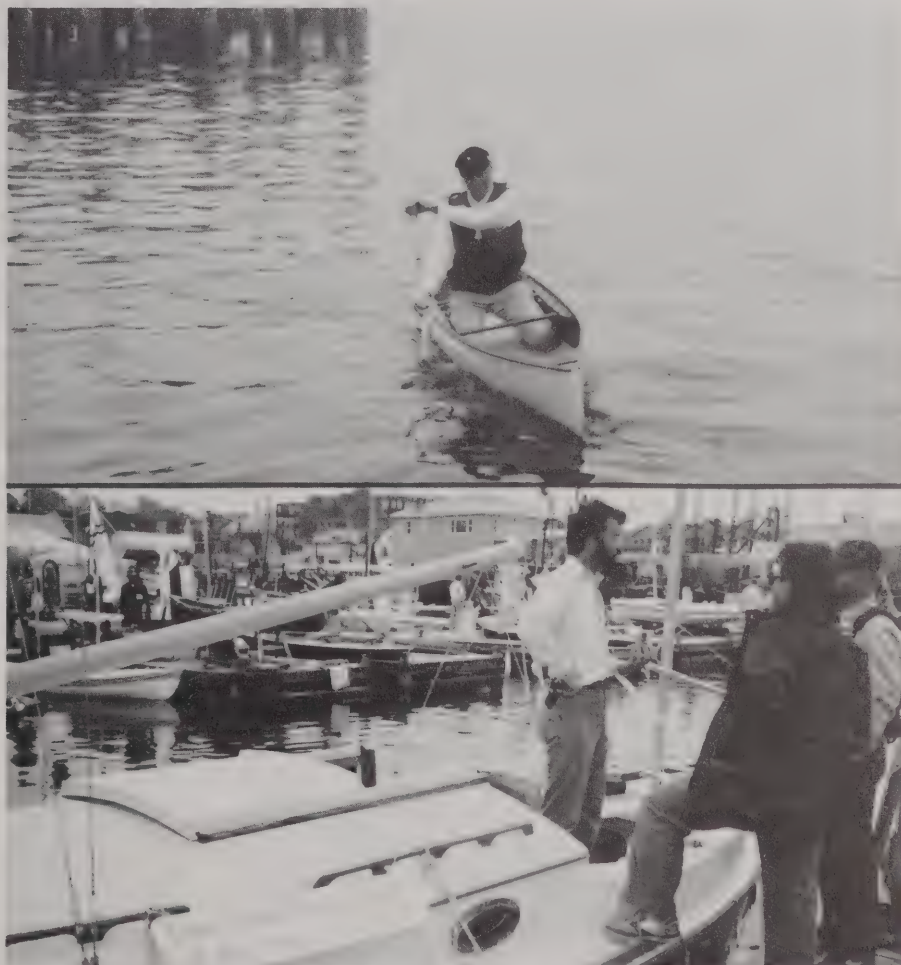
Ed Friedman of Dragonworks had his British Islander kayaks and U.S. made Sea Runners, and was devoting a great deal of time to getting novice paddlers properly oriented before sending them forth in the busy crowded lagoon and nearby harbor. I like Ed's thorough approach to attracting new paddlers. Dragonworks, RFD 1 Box 31AA, Bowdoinham, ME 04008, (207) 666-8481.

Wilderness House of Boston had a jumble of kayaks and canoes on a demo dock. I watched one young woman of perhaps 14 years trying desperately to get the sea kayak she'd taken out from their dock turned around in the dead end of an adjacent dock area, and finally, with other bystanders, I clambered aboard an adjacent moored boat to fend off her imminent collisions and get her straightened out and on her way back to where she'd come from. No sign of the guys who'd put her into the boat in the first place. She was in no danger but was banging into too many boats, and rocking perilously close to capsizing at times, with a scared rabbit look on her face. Wilderness House, 1048 Commonwealth Ave. Boston, MA 02215, (617) 277-5858.

ANOTHER SORT OF PADDLING

Mike Galt was not on hand this year with his Lotus canoes, but Ed Rogers of the Small Boat Shop in Norwalk, CT, had the Lotus on display, and was out demonstrating it for those interested. While Ed hasn't mastered Mike's colorful virtuosity in "freestyle" paddling, he's enjoying the new experience. Ed's little retirement business, started five years ago, has blossomed into a rather large enterprise, outgrowing along the way the "small boat" image. So, Ed has reorganized it, and the five guys involved have parted company. Ed is carrying on the Small Boat Shop with his Alden shells

(he's their largest dealer, averaging over 100 boats a year), Lotus canoes, and some dinghies. Gaeton Andretta has taken the Nimble sailboat line over to the Rex Marine facility the Small Boat Shop rents space in. Ed told me of his visit to Mike Galt's facility last year in Florida, where, he says, Galt builds his canoes outdoors under plastic tarps, and lives in a small cabin with several "killer spiders" that keep the Florida cockroach population under control. "Killer spiders". Mike Galt is an interesting guy indeed. The Small Boat Shop, Rex Marine Center, 144 Water St., S. Norwalk, CT 06854, (203) 854-5223.



Top: Ed Rogers tries the Mike Galt technique. Bottom: Gaeton Andretta (left) talks Nimble to prospects.

THE NIMBLE VOTE AGAINST BOREDOM

Both the Small Boat Shop/Rex Marine and Rowing Sport/Classic Sail were working the Nimble sailboat display this year, Gaeton Andretta for Small Boat/Rex and Bill Graham for Rowing Sport/Classic Sail. A 20 and a 24 were displayed, and both sold. The builder was up from Florida to sample public response to his creations. Here is a traditional looking canoe yawl very well made and detail finished in fiberglass and wood. It's a trailerboat, although the 24 needs a big V-8 tow vehicle for reasonable per-

formance over the road. Ed Rogers said that they took orders for 17 of the 20's after the Stamford Show last year, an overwhelming public response to the boat. The attraction seems to be in acquiring a comfortable small cruising sailboat that can be kept at home, in an area where dock space and moorings are often unavailable at any price. And at quite a price when they do open up. Bill Graham's Rowing Sport/Classic Sail is at Box 17, Ipswich, MA 01938, (617) 356-3623. The Nimble is now sold in Norwalk by Rex Marine, 144 Water St., S. Norwalk, CT 06854.



CATBOATS

Two very nice catboats were to be seen in the water, the very traditional wooden Wenaumet Kitten built since 1899 by the Bigelow family of Monument Beach, MA, on Cape Cod; and the modern fiberglass Mollycat built by Fernandes Boat Works from Richmond, CA. The Molly is the larger at 17' with roomy accommodations belowdeck and a 9hp Yanmar diesel inboard. The 13.5' Kitten is genuine Cape Cod catboat almost exclusively used on the Cape, and with four generations of family building behind it.

Phil Fernandes said he decided to build a traditional New England style catboat on San Francisco Bay because he wanted one and they're not exactly common out there. He redesigned details to give greater draft and more weight to stand up to the everyday 25 knot plus winds on the Bay. Typical of such craft, the Molly comes at a basic price with a long list of options, many of which almost always are selected by buyers. Like the inboard diesel. Fernandes Boat Works, 18 - 20th St., Richmond, CA 94804, (415) 235-4649.

The young man I spoke with at the Bigelow dock was fourth generation in this boatbuilding family to pursue the craft. He'd built the Kitten displayed at the dock, they build about one or two a year only of the 13.5 footers, for mostly Cape Cod sailors. It's a bit bigger than the Beetle Cat and marconi rigged. The Bigelows operate a boatyard, do repairs etc. and maintain and store a fleet of about 30 existing Kittens presently in use. It's a ballasted centerboarder with 121 sq. ft. of sail area and is regularly raced by the Wenaumet Bluffs Y.C. twice weekly. R. Bigelow & Co., Monument Beach, MA 02553, (617) 759-5531.

THE CLASSIC TOWNIE

Pert Lowell's Town Class sloop doesn't go back to 1899, but it does go back to 1933, and he built over 2,000 of them. On the dock until Saturday afternoon were two Townies, one the fiberglass version introduced in the '60's, the second the traditional lapstrake pine-on-oak version. These are handsome boats, considering their dory ancestry. Joanne and Ralph Johnson (Pert's daughter and son-in-law) were busy all three days with onlookers who found the traditional charm of these boats irresistible. The wooden boat was enroute to its new owner at the nearby Goat Island Marina, so it left late Saturday afternoon. But, while it was there, double impact, a "fleet" of two Townies. Pert Lowell Co., Lanes End, Newbury, MA 01950, (617) 462-7409.

THE CLASSIC SWAMPSCOTT

Another classic on display was a workboat finished 17' Swampscott dory, built by Doug Scott of Great Bay Boat Works, Greenland, NH. Doug used to work at one time for the venerable Lowell Boat Shop of Amesbury, MA, and after a stint on his own, he's now with Bill Sweet's new firm. Sweet's main line is building reproduction colonial homes, but he wanted a Swampscott dory badly enough to put employee Scott to work building one. It came out so well Bill decided to add on a boatbuilding sideline business. Considering its surroundings at Newport, with many choices of more modern plastic watercraft to try out, the plain grey dory was in almost constant use. Along with its aura of being safe and serviceable in even rough open water, the dory was not intimidating to step into. That's a nice thing about a painted boat. Great Bay Boat Works,, P.O. Box 724, Greenland, NH 03840, (603) 433-5656.

WOODEN CRAFT WHITEHALL

John Farwell's 15' Whitehall is a classic design, but it's built today as a stripper hull, glued up with epoxy resin. And it's built in Mexico, interestingly enough. What this accomplishes for Farwell, who is a retired (sort of) businessman, is his being able to offer a nicely made wooden boat at a pretty affordable price. Farwell's Mexican labor is less costly and the strip built technique allows this employment of less highly skilled workers. John is pursuing the notion of the boat as a "production" product, that is they are continuously being built, not waiting on orders. While not of the elegance of the traditionally built Whitehall, it's a good looking boat and is certainly less costly. It occupies a niche in between fiberglass and its normal not-too-fancy interior finish, and carvel planked wood. Wooden Craft, P.O. Box 191, Libertyville, IL 60048.

TRADITIONAL WOODEN CRAFT LAWLEY

Paul White uses his own labor to build his modern technique version of a classic Lawley tender, and also an 8' Norwegian style pram. Paul was all smiles this year as his tender sold during the show. Going back to the shop in Canandaigua, NY, would be easier with the check in his pocket. Paul's been building his little boats cold molded for several years at a sideline level, and now perseverance is beginning to pay off. The 10' Lawley weighs only 72 pounds, the 8' pram 65 pounds, and both have that uncluttered interior that cold molding permits. Traditional Wooden Craft, 5794 Clover Meadow Dr., Canandaigua, NY 14424, (716) 398-2088.



From the top: Heading out in the Great Bay Swampscott. John Farwell discusses his Whitehall. The Paul Whites talk with a prospect about their 8' pram.



STEPHEN WILCE'S SEALIGHT NAVIGATOR

This 20' cruising dinghy has a sharpie style hull and that's the only traditional thing about it (well, maybe the sprit boomed bermuda rig is too). Stephen Wilce builds this boat, and offers 27 other designs built to order, of a thermoplastic sandwich construction material called "Sealight". The sandwich is a 2" thick one of expanded polystyrene between two layers of "Kydex", an aircraft industry commercial grade thermoplastic. This is a flexible ensemble which can be planked into a boat shape as easily as plywood. It can be mechanically fastened or "welded". It's lightweight, and offers not only total insulation from cold water and its attendant condensation on interior surfaces, but also very high level flotation. Not only will Stephen's boats not sink, they float so high when swamped that they can be bailed, self-rescuing.

And, they are light. The 20' "Navigator" dinghy he brought all the way from the San Francisco area of California weighs only 280 pounds without its gear, 335 pounds rigged with sails, oars and rudder. The nature of the Sealight panels prevents true round bottom construction, but does allow more severe "torturing" of panels into shape than does plywood. He has some very informative brochures on the material and on the "Navigator" design. Stephen Wilce Boats, P.O. Box 962, Winters, CA 95694, (916) 795-4816.

BRIDGES POINT BEAUTY

A number of people commented to me that they thought the most attractive appearing cruising sailboat at the Show was the Bridges Point 24. I can't argue with that. What we all saw, it turns out, was the wooden plug for the mold that Bridges Point now uses to build fiberglass versions of the Joel White design. This wooden plug had been finished off and fiberglass sheathed on the exterior and was being delivered to a local buyer after the Show. Bridges Point offers the boat in this cruising style or in an open cockpit (with or without a cuddy) daysailer version. Still a lot of wood detail finish on the fiberglass craft, they say. Bridges Point Boat Yard, Brooklin, ME 04616, (207) 359-2713.

SUN SEEKER

From Florida, of course, a big sister to Sea Pearl, a cut down version of Rob Roy. A creation of Ron Johnson's Marine Concepts. In response to some inquiries into the possibility, Johnson took the 24' Rob Roy cruising sailboat hull and designed a new deck molding to provide a giant cockpit with just a small enclosed cuddy up forward. This cut about \$8,000 off the Rob Roy price and provided a much

From the top: Stephen Wilce's 20' "Navigator". Bridges Point 24 sloop. Ron Johnson's "Sun Seeker".

more spacious "Sun Seeker" than the popular Sea Pearl beach cruiser can provide. Is this a trend in the making? Marine Concepts, 159 Oakwood St. E., Tarpon Springs, FL 34689, (813) 937-0166.

WHERE WAS ELROW LA ROWE?

We announced prior to the Small Boat Show that Elrow LaRowe was planning to be there with his Bolger designed "Oldshoe" and "Brick" designs. A number of people came to see, including designer Bolger, only to find no Elrow. Subsequently, we heard from Elrow's wife. He had suffered a stroke and is now recovering from it, but it cancelled his plans to be in Newport.

IN THE GEAR DEPARTMENT

I spent little time looking over the gear and trinket displays, but a couple of products exhibited by R&M Marine Products of Buzzards Bay, MA, deserve some notice here. Their "Safe Harbour" mooring buoy has a lot of good thinking in it; a PVC center tube that allows inspection of the chain, a soft PVC rub rail to protect your hull when bumped, a positive locking thru chafe ring to insure no chain slippage or damage to the buoy core, bottom paint, and regulation blue striping. Their "Silent Sentry" anchor sentinel is a molded fiberglass anchor rode weight that can be slid down the rode on its own lanyard to lower the angle of pull and cushion shocks from a seaway. It gets the rode lower in the water closer to your boat too, to minimize possible contact with passing propellers. It is available in four weights from 15 to 35 pounds. Looked like well worthwhile gear for one who must anchor or hang on a mooring. R&M Marine Products, P.O. Box 1630, Buzzards Bay, MA 02532, (617) 888-8706.

SPECIAL EVENTS

I never got to sit in on any of the special events scheduled this year, just too much to see out on the docks and water. I did briefly look in on the Team One Newport Nautical Fashion Show, in which members of the 1988 Olympic Sailing Team modelled the latest nautical attire. Show manager Abby Murphy had lined up 15 experts in various fields to present programs on such diverse aspects of small boating as entry level sea kayaking, what to look for in buying a canoe, wooden boat building, speed and safety under oars, single handed sailing, and reviews of upcoming Olympic trials. These special events were sponsored by the Seaman's Church Institute, a local charitable organization. There was no small boat race this year.



From the top: Mellow conditions for sailing tryouts. Tom Baker of SMALL BOAT JOURNAL doing a dinghy test. A couple enjoying a Lowell dory skiff. Silent fishing vessels just across the way. Overleaf: A classic Swampscott dory on a calm foggy morning.



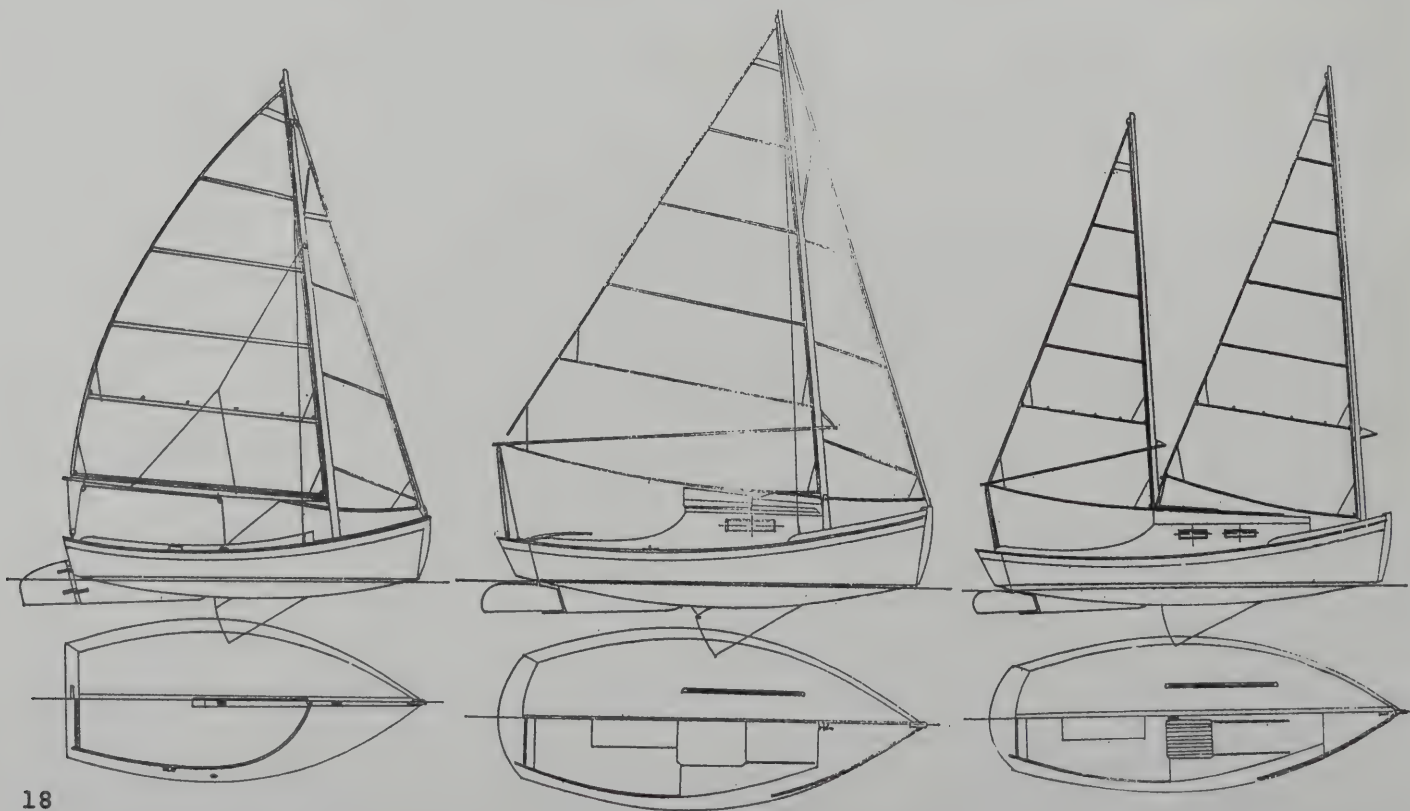
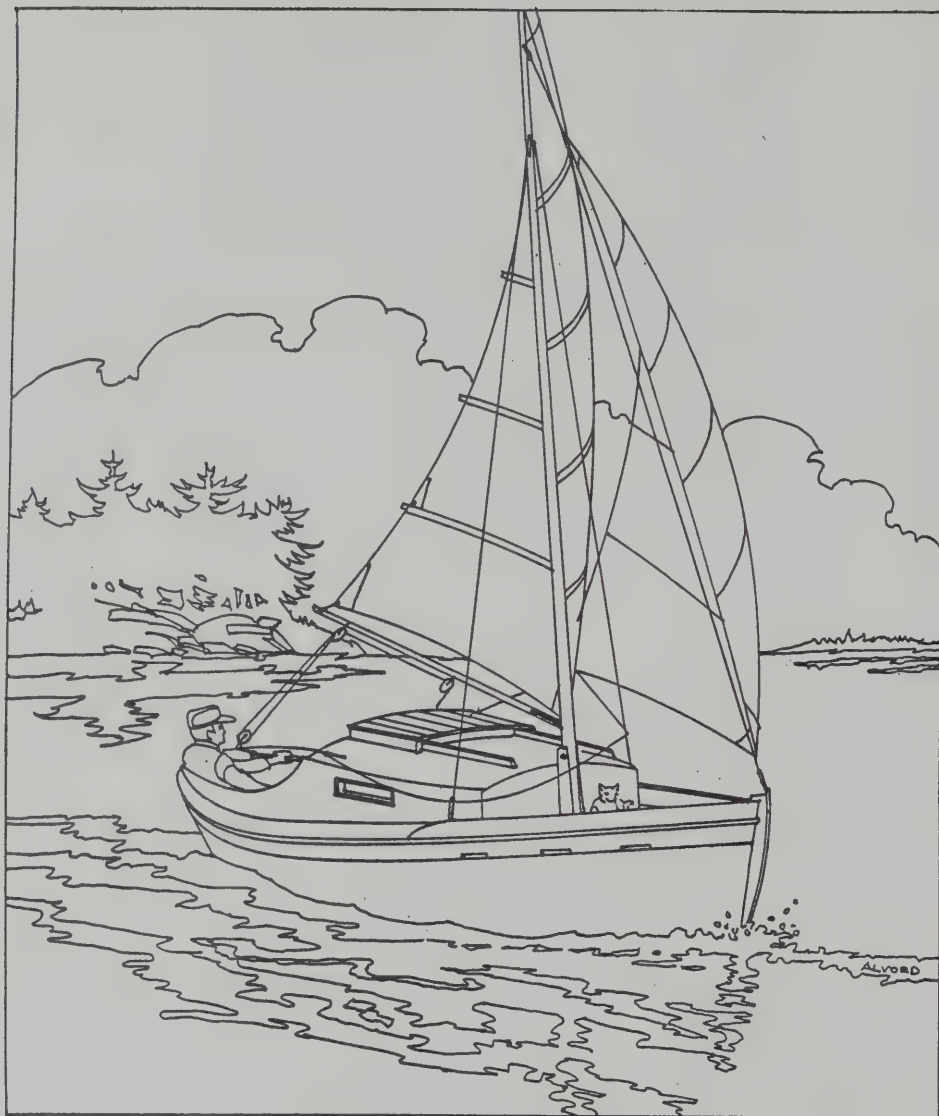


THE MAINE SHARPIE

Is there such a thing? Sharpies come from Long Island Sound don't they? Douglas Alvord didn't let this historical perspective get in the way of naming his new series of sharpies designed for amateur builders using Dynamite Payson's "Tack & Tape" plywood construction method. Douglas lives in Maine, as does Dynamite, so he chose to name his series of boats in honor of the Maine boatbuilder's straightforward approach to boatbuilding.

Douglas recently published a book, "On the Water, the Romance and Lore of America's Small Boats" (reviewed in the March 1, 1988 issue) and his research into the sharpies involved in that effort, coupled with his 1982 design for a 10' "Nantucket Sharpie" (he lived there then) all comes together in this new series of designs. Then joining forces with Dynamite Payson to adopt his "Tack & Tape" instant boat technique has resulted in three plans becoming available: Plan #1, a 12' sharpie with variations for \$25; Plan #2, a 14' or 16' sharpie (the latter has a rounded stern addendum) for \$35; Plan #3, an 18' cat ketch sharpie for \$45.

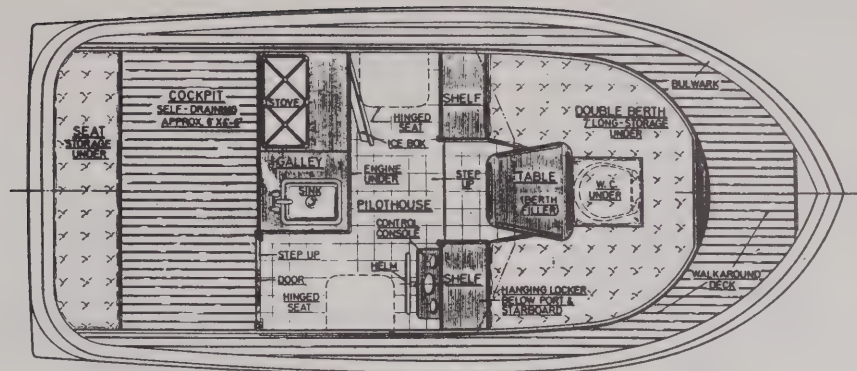
Douglas will send you his 9 page study packet with details and study plan views of all three designs for \$3. Douglas Alvord, HCR 35, Box 157, Thomaston, ME 04861.



Bo-Jest

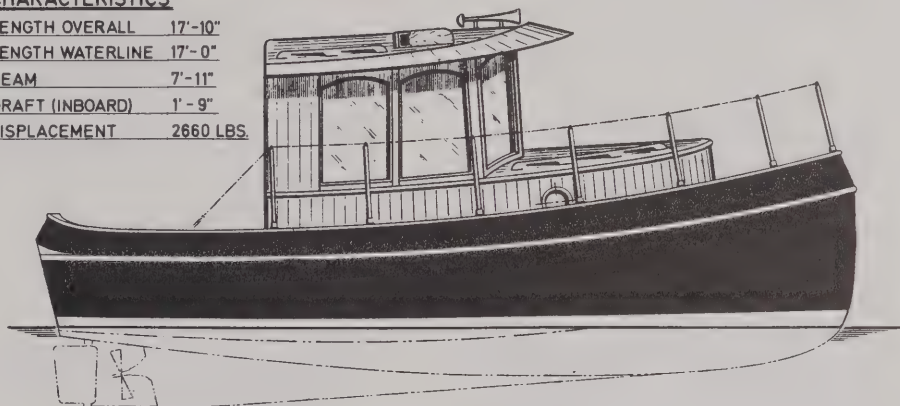
Here's another one of those impractical but oh so inviting little mini-tugboat designs. Last year I reported on Nathan Smith's little 17 foot design, and now here's Glen L's BO-JEST, an 18 footer laid out for maximum interior accommodation rather than for useful after deck workspace. That's the charm in these boats, that "workboat" look. Glen L. didn't try to scale down a tug to 18', it would not have been awfully practical. Instead, this boat is something of a "caricature" of a tug, it still looks like one but has proportions that permit full scale people to enjoy being aboard, and especially below. There's full sitting headroom over a 7' double berth that also serves as settee, a foldaway table, hanging lockers, space for a head. The pilothouse has full standing headroom with 360 degree visibility, a galley, and hinged seats. Out back is a fully self-draining cockpit with fair weather seating.

Glen L recommends power be 5hp to 10hp, inboard or out. The plans include full size patterns for the frames over which 1/2" and 3/8" plywood is planked, instructions, materials list and fastening schedule. Plans for a trailer are



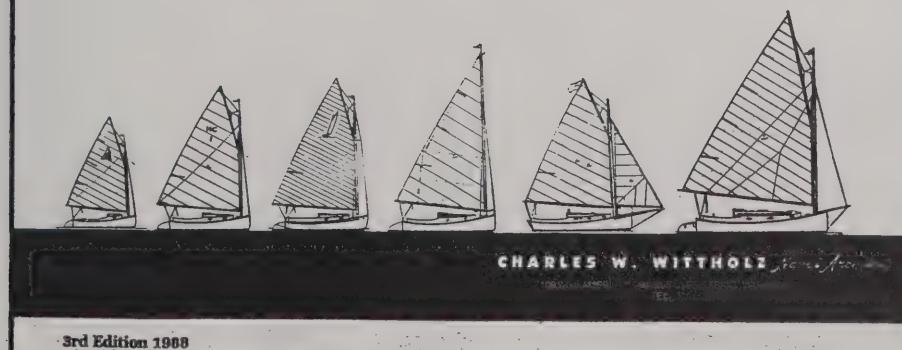
CHARACTERISTICS

LENGTH OVERALL	17'-10"
LENGTH WATERLINE	17'-0"
BEAM	7'-11"
DRAFT (INBOARD)	1'-9"
DISPLACEMENT	2660 LBS.



available also. No price for the BO-JEST plans was quoted in the news release, you'll have to contact Glen L Marine at 9152 Rosecrans, Bellflower, CA 90706, (213) 630-6258 for further information.

THE CATBOAT DESIGN BOOKLET



3rd Edition 1988

This is the name for naval architect Charles Wittholz's very informative little catalog, now in its third edition, for that's what it is, a 20 page, 8.5"x11" catalog that details eleven of his designs from 11' to 29', to be built of cold molded wood, plywood planking, or one-off C-Flex or airex and fiber-

glass. Supplementing the design study plan views and specifications with their descriptive narratives are sections on catboat history, the Catboat Association, general building techniques for catboats, and a listing of catboat builders and of pertinent boatbuilding books. All good useful stuff for someone

yearning to build (or have built) a catboat who needs some ideas, suggested designs and advice. Like most "study packets", this booklet is yours for a price, \$3 from Charles Wittholz, 100 Williamsburg Dr., Silver Spring, MD 20901.



Bobcat 12'3" x 6'0"

Designer Phil Bolger and builder Harold Payson have developed a tack-and-tape multi-chine version of the classic BEETLE CAT that puts the charm and the performance of this famous one-design within the reach of home builders with a minimum investment in time and money.

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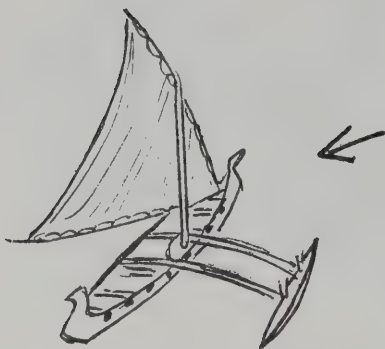
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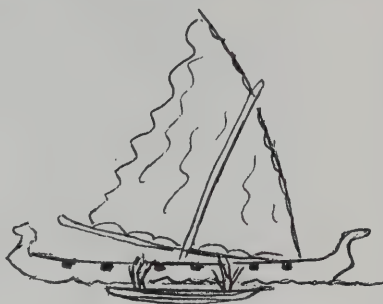
Sailing the South Sea Canoe

1



STARBOARD TACK

2



INTO THE WIND

3



REVERSE TACK

4



RUNNING

5



ON THE BEAM

6



PORT TACK

It's probably safe to say not many readers have had experience sailing a South Pacific canoe. Jim Herman served in the Peace Corps and recently showed some of us a film on sailing such an outrigger canoe. We were surprised to see that the outrigger was always kept on the windward side, regardless of the direction being sailed relative to the wind. Jim showed us how this was achieved with a model made by the islanders.

The mast is at the midpoint of the canoe's length but offset to the outrigger side. The tack of the lateen sail fits into a socket at either end of the boat and the mast tilts in the direction of the tack.

The 25 year old film did not show tacking maneuvers. As it was explained to us, the craft, on a starboard tack for example, with outrigger to windward, would head up into the wind. The offset mast would permit a crewman to go forward and remove the tack and carry it to the other end, which is now about to become the bow. This would tilt the mast the opposite way, and now with the wind behind, the canoe would come around quarter beam and off onto the port tack.

Jim could not recall all the details of the maneuver, but this seemed more practical than falling off, getting the wind on the beam and then moving the rig. This could work in lighter winds but in a breeze with a sea running, the whole rig on the side opposite the outrigger might be too much to handle.

Any comments on this from any reader with experience sailing such a craft would be welcomed.

Carl Erickson, Verona, NJ

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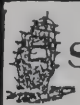
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FLAPJACKS
DEER ISLAND
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I went on deck before sunrise next morning, to see how Pulpit Harbor looked at that hour. The weather was clear and mild, and the Megunticook peaks were tipped with the rosy hues of dawn, while we lay still in deep shadow. I found the Pilot sitting on the taffrail, pipe in mouth, and absorbed in the study of the bewildering inscriptions on a package of yeast-powder which he had bought in Portland. He was evidently planning some great stroke of culinary art. By much severe scrutiny and some muttered spelling, he at last mastered the directions on the package, and proceeded to open it with the air of a man who knew what he was about. I ventured to inquire what was in the wind. He answered, with his usual brevity and directness, "Flapjacks."

By the time the flapjacks were mixed and the frying pan ready, we were all on deck and intently observing the process of preparing them. The old man poured a quantity of the batter into his pan, which was already sizzling with fat, and when the huge cake was sufficiently done, proceeded to turn it with a knife. He did not succeed very well in this difficult operation, and the Assyrian said:

"That's a lubberly way of doing it, Uncle Widger. You should loosen the flapjack with your knife, and then, taking the frying pan in your hand, throw the flapjack into the air in such a way that it will turn a somersault and come down soft side into the pan. That's the way to turn flapjacks."

"I should like to see you do it," said the old man.

"Do 'it!" said the confident Assyrian; "I can do it as easy as I can eat the flapjack after it is done. Here, let me take your knife and I'll show you the trick."

He carefully loosened the flapjack from the bottom of the pan; and then, seizing the handle with both hands, he tossed up the frying pan with considerable force, giving at the same time a scientific twist to his wrists for the purpose of making the flapjack turn over in the air, while he stood ready to catch it. Unluckily, this last flourish was not successful. The flapjack, instead of falling perpendicularly, went with a slant over the stern into the sea.

The discomfited Assyrian made no attempt to try again, but silently handed back the frying pan to the Pilot, and took refuge in the cabin. The mirth of the old man at his instructor's failure was pleasant



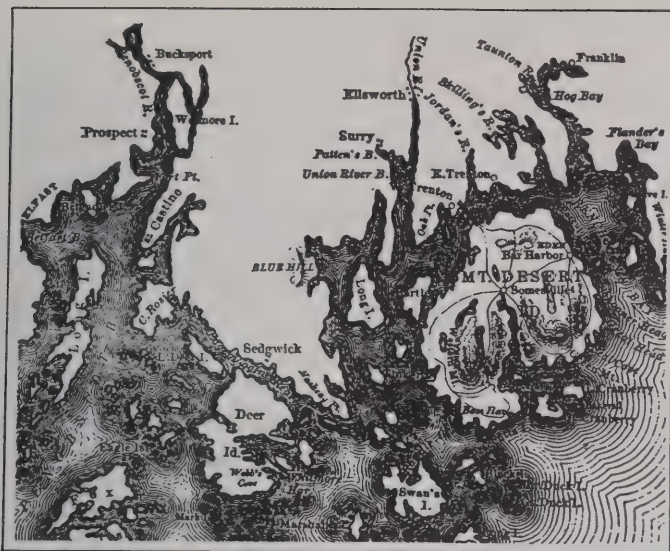
CARTER'S COAST OF NEW ENGLAND

Being an account of a cruise from
Provincetown to Bar Harbor in the
summer of 1858, newly abridged and
illustrated for readers of
a later generation

to behold. He laughed and chuckled with infinite glee, and though he made great efforts to suppress his merriment and preserve a sober aspect, his delight ran over perpetually at his eyes and would break out every few minutes into a sudden roar. It was not till breakfast was over, and we had made sail and got out of the harbor and on the open sea, that he resumed his usual gravity.

Our course was northeast, toward Deer Island, on the eastern side of Penobscot Bay. This island is ten miles long by five miles broad, and has two or three thousand inhabitants. We sailed for several hours through a group of smaller islands, steering for a channel which ran between Deer Island and Little Deer Island, and communicated with Edgemoggin Reach. On reaching the spot indicated on the chart as a navigable strait, we found it, to our astonishment, dry land, and were forced to come to anchor near a number of fishing vessels which, like ourselves, had apparently been caught in this trap.

We learned that the strait was passable only at high water, and, while waiting for the tide to rise,



the Professor and the Assyrian went out in the dory to dredge, while the Artist and I rambled over the rocky bottom of the channel through which our vessel was to sail into Edgemoggin Reach. It was a broad, irregular ravine, worn apparently by the action of the water, and its high, rocky shores were honey-combed with caves and gullies. Behind a huge promontory, at which our stroll terminated, we found a dozen young ladies arrayed in trousers and long leather boots, hard at work digging clams, which they put into baskets and carried on their shoulders to a large scow lying in the mud not far off.

They were a lively set of damsels, and had a pleasant habit of playing practical jokes upon each other of rather a rough sort. We amused ourselves by watching their gambols and their labors, until the rising tide obliged them to desist from work. After a smart skirmish, in which their baskets and handfuls of mud were freely used as missiles, they embarked in their scow and rowed away, with a parting remark to us to go home to our anxious mothers in time for tea.

At 2 p.m. it was high tide, and the Skipper, who had been on shore seeking a pilot, came on board with one of the Deer Islanders, a queer-looking fellow, who had offered for half a dollar to navigate the sloop through the channel. We hoisted sail immediately, and with a boisterous wind, were soon scudding over the places on which I had walked dry-shod but a few hours before. It was a perilous passage. There was little enough water anywhere, and the channel was broken by huge patches of rock, some sunken and others rising to the surface. Our new pilot gave himself wholly up to the contemplation of a heap of sea-cucumbers, the fruit of the Professor's dredging, which lay on deck. He was very talkative when he first came on board, but the moment his eyes lighted on these strange animals

he was struck dumb with astonishment. He fell on his hands and knees before the heap, which he scrutinized in every possible way, by handling, smelling, and touching with his tongue. Meantime we were running at a furious rate amid rocks and shoals, which the old Pilot at the helm was avoiding as best he could, until the anxious Skipper, forgetting in alarm for our safety his habitual politeness, touched the new comer with his foot, and told him to get up and mind his business.

He rose reluctantly to his feet, his eyes still fixed on the sea-cucumbers, exclaiming, "Lor-a-mighty, what'll ye do with them?"

"Cook 'em," said the Assyrian, who had been eying the fellow with intense disgust, "and if we get on the rocks we'll cook you. So you had better look sharp."

The hint was taken, and the islander, withdrawing his gaze from the sea-cucumbers, glanced at the surrounding waters, and gave to our old Pilot some directions how to steer. Here a new difficulty arose. The old man did not understand the terms used by the newcomer, and for a while great confusion and uproar raged on the sloop, which seemed likely to end only in her going to pieces on the rocks. The two pilots grew angry and excited, and bawled their wrath at each other from opposite ends of the vessel, till the Skipper took upon himself the part of interpreter.

For a little while everything went well enough, till the irresistible sea-cucumbers again attracted the islander's attention. Quitting his post at the bow, he ran to the heap, and fell again on his knees to examine them, asking, at the same time, a volley of incoherent questions. The irritated Skipper, seizing him by the arm, led him back to the bow, where he talked to him earnestly for a minute or two, and then came aft to the cockpit where we were all gathered. "The fellow's as drunk as a loon," he whispered to us through his teeth. "I didn't find it out till just now. 'Twill be a wonder if we ever get safe into the Reach with such a chap for pilot."

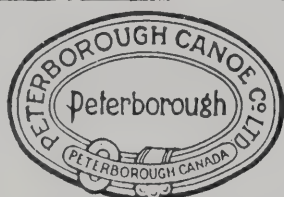
Here was a pleasant prospect, truly! The wind was blowing almost a gale, and, as we knew by our own examination while the tide was out, the channel through which we were passing abounded with reefs and shoals. The soberest pilot would have found it hard enough to guide a vessel through, and we were trusting to the skill of a drunken loafer, whose wits at best were evidently none of the brightest or steadiest. To do the fellow justice, however, he did know the channel perfectly, and we got at last safely into Edgemoggin Reach, a broad sound

running for several miles between Deer Island and the mainland. With this sound our seamen were well acquainted, and beside, we had a good chart of it, so that we needed no further pilotage.

There was something in the aspect of the Deer Islander which strongly excited the ire of the Assyrrian, who stepped up to him as he was about to get into the dory to be rowed ashore by the Skipper. Taking him gently by the throat, he solemnly warned him never again to undertake, while drunk, to act as a pilot, assuring him that he had run a very close chance of being flung overboard, and might not, on a second occasion, escape so easily. He gave him a few shakes to settle this advice in his memory, and then politely assisted him into the dory, which the

Skipper was holding alongside.

We lay-to till the Skipper returned, and then made a splendid run down Edgemoggin Reach which, from one end to the other, was white with foam. There cannot be a finer sheet of water in the world than this Reach, which is bounded on every side by superb views. Far before us, on the right, rose the blue summit of Isle Haut, as the early French navigators named it — a mountain rising from the waves. Before us the peaks of Mount Desert came gradually into view, at first misty and blue, then green and wooded, until, as we advanced, still loftier summits showed themselves in grim and stony desolation.



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You Can Canoe

Mad River Canoes organized a lengthy series of "on-the-water" canoe tryout days with their dealers this spring, and I dropped in on one locally on a very small pond in the Harold Parker State Forest in Middleton, MA. REI of Reading, MA, put this one on and they enjoyed a very nice day for early May this year. A small group of people were paddling around the pond, with some instruction on basic paddling being supplied by REI people in other boats. Sea and river kayaks and a variety of open canoes comprised the "fleet" available for tryouts. From the responses of those trying boats, it was obvious that you cannot beat this hands-on, on-the-water approach for attracting new people into small boating. A whole lot of questions and doubts are eliminated by a first hand tryout.

Report & Photos by Bob Hicks



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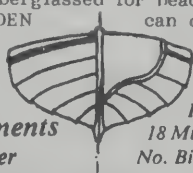
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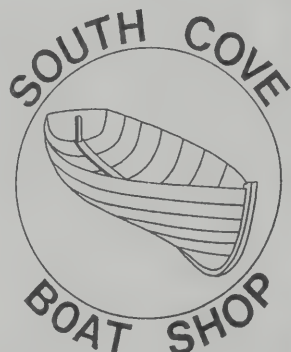


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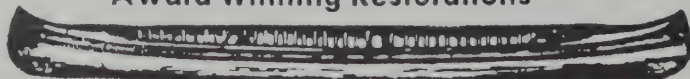
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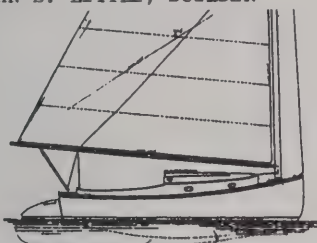


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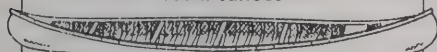


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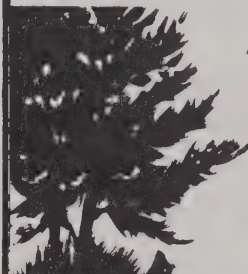
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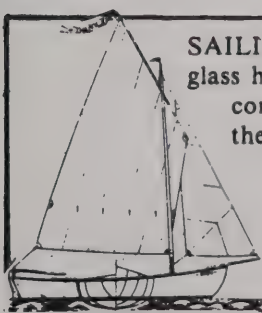
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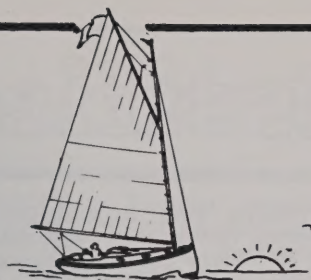
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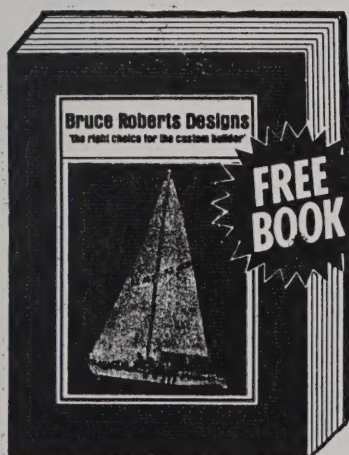
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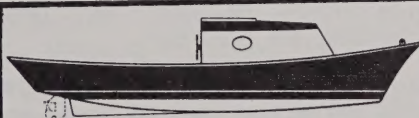
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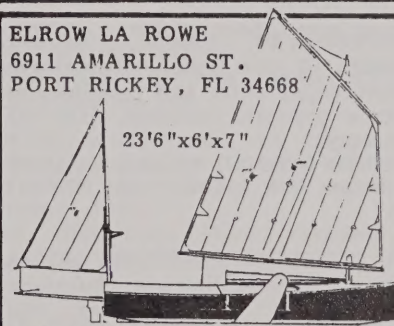
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